



BMW Clubs' **World** 2/14

BMW Clubs International Council Newsletter

NEW LOCATION OF BMW GROUP CLASSIC.



**TECHNO CLASSICA
IN ESSEN, 2014**

**ADVENTURE TOUR
FOLLOWING THE
DAKAR RALLY**

**INTERVIEW WITH
DR. RALF ZIEGLER**

DEAR BMW CLUB MEMBERS,

The BMW Club season has now taken off in my region as spring is finally here. The Techno Classica show held in Essen in March is the world's leading historic car exhibition and afforded an opportunity for the BMW Classic and Type Clubs Section, the worldwide umbrella organisation for historic BMW automobiles and motorcycles, together with BMW Classic, to present the whole BMW Motorsport brand range on two and four wheels, as well as reliving the kick-offs of the 1930s, 50s and 70s in the shape of the BMW Dixi, the R 23, Isetta or a BMW 1502. I regard this as a coherent presentation by equal partners – the clubs and the brands.

A minimalist, brightly-lit, open stand layout integrated the clubs, their members, visitors and BMW Classic and BMW Club Office staff members to create a single entity, the BMW brand communication culture. This is a multi-layered term that is open to interpretation, but also the key to the development of shared potential. It is a permanent fixture in the guidelines of the BMW Clubs International Council, at Council meetings and in many club publications, often formulated, modified and put into practice, sometimes overlooked and also positively supported.

The international BMW Club organisation, you as a club delegate, your own BMW Club and its members, the Board of the Council, the head of BMW Classic and Ms Gabriele Fink as the new head of BMW Museum and BMW Group Classic Marketing and the BMW Club organisation are called upon to exploit this potential, carried by Club members worldwide – also in advance of the forthcoming centenary of the BMW brand on 7 March 2016. In other words, we need continuously to improve the quality of the results of our own activities in order to permanently improve their profile among all club members and within the BMW brand organisation and its staff worldwide.

In implementing the resolutions passed at the Council meeting in 2013, the Board of the Council has sent its delegates an extensive report on the Working Meeting held in Munich in March 2014 to keep them up to date with current issues. I hope that this information will be distributed within your national or regional BMW Club organisation and also within the BMW corporate organisation. I would particularly like to thank my colleagues Phil Abrami and David de Bruyn for this.

The aim of effective communication must be to develop and define an active partnership between the official BMW Clubs and the BMW organisation throughout the world in all its relevant aspects. In many parts of our global BMW Club community this is a genuine partnership - for example in the case of the BMW CCA and BMW North America in the USA. What can help with the development of such partnerships? As an official BMW Club, we have the privilege but not the right to seek ways to develop a partnership with the BMW organisation, its importers and dealers. Ideas and suggestions: Patience, perseverance, ideas for creating win-win situations, the use of the tools available to the BMW Clubs International Council, the "BMW Clubs' World" platform, the Council website or our [Facebook site](#) or the help of the Club Office and Club Office Manager in presenting your club and gaining your BMW partner's attention. As a BMW Club, as a club member and as a BMW enthusiast, we all have something to bring to the specific "BMW spirit" in order to promote it.

I hope you enjoy a great BMW season in 2014, whether on two or four wheels. Drive safely, ride safely, wherever you are.

Dr. Bernhard Knöchlein

Vice Chair Classic

BMW Clubs International Council



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NEW LOCATION WITH HISTORIC ROOTS.

Original BMW production site returns to company ownership.



A move to a new location for BMW Group Classic marks a return to the company's historic roots. BMW AG has acquired a plot of land covering more than 13,000 square metres in the Milbertshofen district of Munich. Previously part of a Knorr-Bremse AG facility, it won't be long before the site finds its feet as the first port of call for fans of historical cars and motorcycles from the BMW, MINI and Rolls-Royce brands. Its close proximity to BMW Plant Munich, BMW's "four-cylinder" building, BMW Welt and the BMW Museum makes this an ideal new home for BMW Group Classic.

Historic Halls

Interestingly, among the buildings on the plot is a section of the original BMW factory built in 1918. The company will therefore regain ownership of part of the old aero engine production halls, as well as the entrance building from those early days. The latter is poised to be recommissioned as the gateway into the company's history.

The purchase agreement between BMW AG and Knorr-Bremse AG, the world's leading manufacturer of braking systems for rail and commercial vehicles, was signed in February, paving the way for the development of the site and its historical buildings. Initial plans for the redevelopment of the plot and buildings are currently being examined.

The company's vision involves bringing together numerous BMW Group Classic activities at a single address which satisfies requirements in terms of space, building technology and security that the existing premises could no longer meet. The new location will offer space for the BMW Group Classic workshop, a customer centre (including parts sales for vintage and classic models), the BMW company archive, and administration and event facilities. Added to which, the new site will also allow BMW Group Classic to put items from its collection of historic vehicles on display.

A Nucleus in the Moosacher Strasse

The new home of BMW Group Classic was once the cradle of industrial-scale manufacturing of BMW engines: it was on Moosacher Strasse that the company first began producing aircraft engines in large numbers from 1918 on. Late in 1920, however,

Knorr-Bremse took over ownership of the entire site and the buildings on it. Soon after, BMW AG built new manufacturing facilities on Lerchenauer Strasse, not far from the original factory, where it would expand production to include engines for cars, trucks, motorcycles and boats over the period that followed.

And now, more than 90 years later, the acquisition of the premises for BMW Group Classic sees the company returning to its historic roots. The integration of part of the old production halls and the heritage-protected gate building into the overall concept for the new BMW Group Classic site also offers the opportunity for an intriguing confluence of architecture and function in the mould of the BMW Museum, which has also been heritage-protected since 1999.

Past and present

BMW Group Classic is the branch of the BMW Group responsible for all activities revolving around the history of the company and its three brands – BMW, MINI and Rolls-Royce. The BMW archive, for example, specialises in answering questions on the history of the company, its brands and products.

The BMW Museum conveys the fascination of the BMW brand – through its permanent collection and temporary exhibitions – with vivid references to the present and future. And BMW Group Classic's brief also extends to participating in classic events, preserving and managing a collection of some 1,000 exhibits, and offering far-reaching services for owners of historical vehicles, from the supply of replacement parts to full restoration.





GABRIELE FINK.

A NEW DEPARTMENT MANAGER AT BMW GROUP CLASSIC.

Gabriele Fink (49) took over responsibility for the BMW Museum and Marketing at BMW Group Classic with effect from 1 May 2014. Her predecessor, Dr. Ralf Rodepeter will now have responsibility for product strategy and marketing at BMW Motorrad.

Gabriele Fink began her career 22 years ago in the archive of American car giant Ford and has remained loyal to the automobile industry ever since. After another move to venerable Swedish brand Volvo, she joined the BMW Group in 2000. First serving as press officer for the newly launched MINI brand, she has held a number of different positions within the Group's communications organisation over the last 14 years. Her most recent position was Head of International Press and PR Events.

She herself says: "My new position at BMW Group Classic brings the wheel full circle – after all, I started out studying history. I'm really lucky to be able to make my passion my job. In addition to dealing with Classic business, I also really enjoy people. This encompasses not just my new colleagues and staff, but also the many enthusiasts who pour so much commitment into the clubs worldwide."

In her private life, Gabriele Fink is a passionate collector by nature. As yet, she has not succumbed to the temptation of an historic car or motorbike, preferring art and antiques. In her leisure time she likes to head for warmer climes, where she can indulge her love for windsurfing and sailing.

BMW GROUP BRAND PROTECTION.

“Why not buy (apparently) genuine BMW parts for less?” The Internet is full of ads for supposedly genuine parts that subsequently turn out to be poor quality fakes. Using these parts can cause damage to the car. The damage caused is often much greater than the savings achieved to begin with. It is often very difficult for consumers to differentiate between an original and a counterfeit with the naked eye. That’s why it is so important to choose your source with care.

Serious safety risk

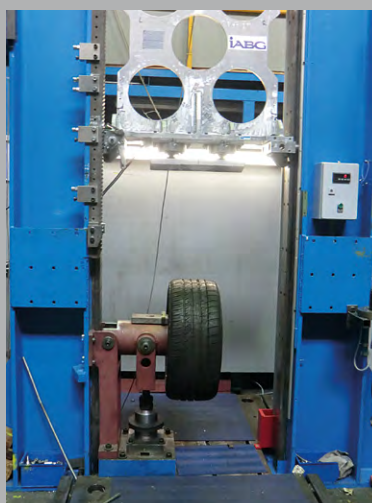
However, the use of copycat products can do more than cause damage to the car. If the counterfeit products involve safety-related parts, this can also entail significant risks for the driver and other road-users. For example, laboratory tests on counterfeit wheels carried out by the BMW Group have shown that these fail to meet either legal standards or BMW’s own higher demands.

Thus, after testing, counterfeit wheels were found to be seriously damaged and, in addition, there was an acute drop in tyre pressure due to the damage. This can cause drivers to lose control of their vehicles, exposing them to other serious dangers.



The test simulates an impact comparable to driving over a pothole or a large obstacle. A carriage similar to an axe is dropped onto the tyre at a transverse angle to the wheel, similar to a guillotine. The weight of the dropped carriage is 150 kg.

Conclusion: The wheels must meet specific minimum requirements. The counterfeit failed to even come close to the required values. The results obtained in relation to the counterfeit wheel can be evaluated as safety-critical.



Brand Protection Team

The BMW Group pursues the clear objective of protecting customers from product forgery and its consequences. The brand protection team at the BMW Group uses an international network to combat product counterfeiters worldwide.

A large proportion of counterfeit products can be stopped before they cross territorial boundaries. This is thanks to intensive cooperation with the customs authorities and other bodies in over 75 countries throughout the world.

In practical terms this means that the brand protection team tracks down counterfeit goods, prevents their sale and finally brings the perpetrators to justice for their crimes. After all, counterfeit products particularly threaten the safety of the consumer.

If you become aware of a counterfeit product, contact the brand protection team at:

brand-protection-team@bmwgroup.com

You will find further details at:

<http://www.bmwgroup.com/com/en/brands/brand-protection.html>



TECHNO CLASSICA.

ESSEN, 26.-30.04.2014.

Stefan Bordt, BMW Veteranen-Club Deutschland e.V.

With more than 1,250 exhibitors from 30 different countries presenting their cars and products in 20 halls and several open arenas to a crowd of around 190,000 automobile enthusiasts, the Techno Classica show in Essen is the world's biggest vintage and classic car exhibition. More than 2,500 cars were on sale and once again this year, some astonishing prices were achieved. Already on the first day of the show there were "Sold" signs to be seen behind the windscreens of many handsomely priced classic cars.

Keeping with tradition, BMW Classic presented its automobile history in Hall 12 together with the BMW Clubs. This year, visitors were reminded of the record-breaking performances and spectacular successes in sport associated with the BMW brand for many decades. The new version of the BMW 328 Touring Coupé was on display, a precise evocation of the race car that won the Le Mans 24-Hour Race in its class 75 years ago. Here it was presented with a white painted exterior and an additional headlight on the front (in 1940 the same 328 Touring Coupé, this time in silvery livery, took overall first place in the Mille Miglia).

Precisely 60 years later, BMW celebrated its first overall victory in the world's best-known long-distance race with the V12 LMR. The winning car from 1999 was also on show in Essen. Touring cars from the 1970s and 1980s were also displayed, for example the BMW 3.0 CSL and the first generation of the BMW M3, developed for the DTM race series. Sporting successes on two wheels were recalled with bikes such as the BMW R 37 and the BMW R 80 G/S.



Looking at the topic of 80 years of lightweight construction, which has dominated the character of BMW cars both on the racing scene and in everyday use for eight years, BMW Classic used the Techno Classica as an opportunity to cover every era, from the triumphs of the 1930s to the present, including a comparison of the space frame of the BMW 328 Kamm racing limousine made from electron, a special alloy of magnesium and aluminium, and the BMW i8 plug-in hybrid sports car, which has a passenger cell made from carbon fibre-reinforced plastic.

Other rarities on show in Essen were provided by members of numerous BMW Clubs. This year, the enclosure shared by more than 20 exhibiting BMW Clubs celebrated the 10th anniversary of the umbrella organisation, the "International BMW Classic and Type Clubs Section".

For many years, the active owners and fans of historic cars in the BMW Clubs have provided invaluable service in preserving and presenting living automotive history in the BMW brand, both at the Techno Classica show and in many other events. This was also witnessed by the large format photographs on the sides of the halls, taken at various club events and impressively illustrating the lively nature of club life and the members' enjoyment of their hobby. At the Techno Classic show, the BMW Clubs once again presented a wide spectrum of cars, ranging from the pre-war BMW DA3 and the BMW Isetta and BMW 2.5 CS to the modern BMW 325i E 36, to name just a few. All clubs were very positive about the more relaxed placement of the club counter this year. Although the exhibition presence of other manufacturers might be bigger, in the final analysis what counts is the great atmosphere in Hall 12, the friendly interaction between BMW Clubs and BMW Classic and the shared pleasure in fascinating historic BMW cars.

MORE THAN 20 EXHIBITING BMW CLUBS.





ON THE GLAS GT TRAIL IN THE USA.

Uwe Gusen, President GLAS Automobilclub International e.V.

Axel Coelln once told me that he would love to travel across America by train to visit the west coast. I was really fired up by this idea and we decided to make the trip together – 3,000 miles by train – 2,200 miles by soft-top along the coast and a rendezvous with some interesting members of the GLAS Club.

8 October 2013 was the day our trip began. I flew to New York and one day later was already on the train bound for Chicago. Having arrived there, Axel and I travelled on with the famous “Empire Builder” train, through the Rocky Mountains to reach Portland, Oregon. This trip by sleeping car and viewing car took three days, passing through a wide variety of landscapes. Having reached our destination, we were given our rented car, a red Chevrolet Camaro Cabriolet - wow! We had hardly taken possession of the car before we had our first date with GLAS Club members David Rives, who had come in his white GLAS 1700 GTS and Ted Davis, who owns a BMW 1600 GT. We met at Widmer’s Brauhaus, a German style restaurant with its own brewery. After an American beer and a modest meal, we drove to David Rives’ home.

“I never let my GLAS alone.”

David Rives is an old friend who has already visited us several times during GLAS meetings in Germany. David is an English teacher and studied for a number of semesters in Freiburg, Germany. This means that German poses no problems for him. He now heads up a large teachers’ union.

He loves his car and would never leave it unsupervised on the street. He acquired the vehicle ten years ago. The body and interior are in very good condition.,

He also showed us his collection of literature, consisting of numerous publications by the former American GLAS Club. However David doesn’t just collect items relating to GLAS and was pleased to show us his huge record collection.

The next day, when we dropped by on the way to see Ted Davis, he was so fired up by our visit that he was already under his GLAS, trying to align the exhaust pipe.



top left: in the Redwood Forest.

top right: Axel Coelln (l) with Uwe Gusen at Glaciers Point.

downright: Fully motivated, David under the GLAS.

A boyhood dream came true!

Ted Davis was fascinated with the BMW 1600 GT from his youth and the first thing he showed us was his collection of old brochures. A few years ago he fulfilled a boyhood dream by purchasing a BMW GT. The car's paintwork was completely removed and the body was welded at a number of points before the original turf colour was reapplied. It is extremely important to Ted that his car should be restored to absolutely original condition. In his other life, Ted sells camper vans. His company deals in beautiful models from Airstream.

The itinerary for the next day was sightseeing and a visit to the Redwood Forest. Huge trees, some of them over 1,000 years old, awaited us. In some parts the trees were so dense that it was pitch dark in the forest, even though it was the middle of the day.

We left Oregon behind and drove further south. In California we first visited the Napa Valley, where German immigrants had discovered the perfect site for their vineyards.

We then moved on to meet with Bill Watson, who was already expecting us.

Racing – his greatest passion

Bill Watson runs a customising workshop for BMW cars from the 1970s and 80s on the Sonoma race track, about 50 km north of San Francisco.

In his garage Bill showed us a BMW 2002, a beautiful BMW E9 racing coupé and a 3 Series BMW race car, all in BMW's classic racing white.

He also owns three GLAS 1700 GT models, all of which are awaiting restoration. His intention is to convert these cars to BMW technology. He loves the GLAS design, but prefers the technology of BMW. He wants to turn one into a race car.

We spent a long evening with him and still have happy memories of the time.

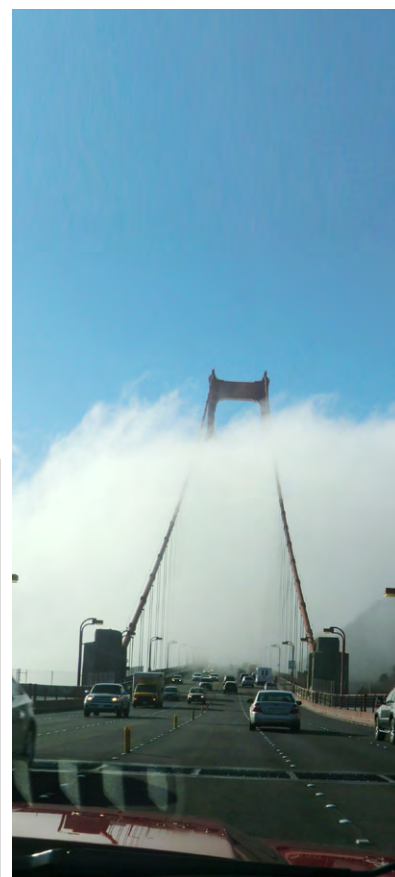
The next day we reached San Francisco. You can spend a lot of time in San Francisco, but unfortunately our schedule did not allow for this. We therefore just covered the basics: a city tour by open-topped bus, a visit to Pier 39 with its now famous sea lions, Fisherman's Wharf and Lombard Street with its many twists and turns and floral displays.

“That’s my Baby!”

The next morning we travelled on to meet with Andrea Moore, who owns a GLAS 17000 GT. The family afforded us a hearty welcome and Andrea told us how, a couple of years back, she and Doug had visited a friend who owned a GLAS. Andrea fell in love with the car at first sight and the friend gave her the car as a gift. She joined the GLAS Club and would love to be able to drive the car, but first the GT needs to be restored.

From San Francisco we then struck out for the interior of the country and Yosemite National Park. At the entrance to the park we encountered vast areas of burned and damaged trees. A forest fire had done a huge amount of damage here a few weeks earlier. We soon reached the impressive valley, which is enclosed by massive high rock walls. This beautiful forested area is popular with many tourists. We were lucky enough to find a room in the middle of the park.

Our next port of call was with Kathleen and Tom Kerber in Merced.



top right: The Golden Gate Bridge was mostly under fog.

bottom left: Andrea's GLAS.

bottom right: Bill Watson's garage.

Honeymoon in a 1700 GT

Tom Kerber surprised us by telling us he had purchased the GLAS at the end of 1967. This makes him one of two known original owners in the USA.

He married his wife Kathleen in May 1968 and drove the GLAS on honeymoon. Tom used the car on a routine basis until 1978, always taking it to a repair shop near San Francisco that specialised in German cars. However, when the toothed belt came off during a trip, he was forced to retire the car, a situation that was to last 35 years. Tom has been a member of our club since 2005 and is determined to repair the engine and to get the car back on the road.

The next day, after a pleasant evening together, we drove through vast fields of fruit and vegetables to reach the coast, where we took the famous Highway No. 1 to Los Angeles. The highway winds its way for miles between the mountains and the Pacific Ocean. The landscape is very impressive and features a wide variety of vegetation. Just before reaching Los Angeles, we turned away from the coast again, passing through an amazing desert area where we met almost no other cars, then climbing up into the mountains.

We visited four more club members before flying back to New York on 27 October 2013, then driving to Norwalk, 50 miles north-east of New York, where Axel Cölln lives.

Axel – a member of the GLAS Automobile Club for more than 20 years

Axel Coelln first encountered GLAS in 1965 at the age of 20. He bought an Isar. This “acquaintance” only lasted two years, because Axel immigrated to the United States in 1967. In the meantime he has become an American citizen. When he discovered a GLAS 1700 GT in a scrapyards in 1900, he remembered the marque and bought the car, setting about its restoration. Axel joined the GLAS Automobile Club in 1991 and attended his first annual meet in Saalfelden in 1992. In the meantime, Axel is now our longest-serving member in the United States. He looks after all the country’s GLAS fans, who have now grown in number to twenty.

He sold his fully restored GLAS 1700 GT in the interim. Instead he purchased a GLAS 1300 GT Cabrio in 1996. Following restoration, this car is now in perfect condition. In addition, in 2009 he also purchased a BMW 1600 GT with sunroof – quite a rarity in the U.S.

I have been friends with Axel for over 20 years, which is the reason for this unusual trip. But, we weren’t quite finished yet.

After a short stop, we journeyed on towards Boston and Norfolk/Massachusetts, where we visited two more club members before I took the plane back to Munich at the beginning of November. I have a lot of happy memories of the trip.



top: Tom Kerber’s GLAS as wedding car 1968.

bottom left: Ted (r), proud owner.

bottom right: Axel Coelln’s BMW 1600 GT.



ADVENTURE TOUR FOLLOWING THE DAKAR RALLY.

Garry Williams, BMW Owners Register of New Zealand

After our top to bottom GS Anniversary ride in New Zealand at the end of 2010 [Council Newsletter 2/11], my friend and riding buddy, Justin, and I started kicking around ideas for the next 'big' adventure. We thought a bit about riding across South Africa but, as the Dakar Rally has always fascinated me, I suggested hopping over to South America for a look in 2014, giving us a bit of time to save up the necessary funds.

Rather than deal with logistics ourselves, in May 2013 we put ourselves in the hands of Magnus Eriksson, owner of Outback Adventure Treks in Australia. Magnus put together a two-week guided "Chasing the Dakar" tour for what we thought was a pretty reasonable cost, and with pretty much everything you'd need to consider if you went by yourself sorted out.

We invited a few friends from the GS Anniversary trip to join us and waited for "the day we fly out" to come around – it was a long wait! Eventually, Friday 3 January came around and Justin, Alex, Ian and I met up in Auckland for our 18 hour flight. Leaving at 4:15 pm, with a three and a half hour break in Santiago and arriving in Buenos Aires at 5:00 pm on the same day was pretty weird.

Buenos Aires – Rosario

Magnus met us at Buenos Aires airport and had arranged taxis to the Hotel La Perla in the middle of town where we met up with Dave, Rod and Maryann, David and Vicki, Rene and Clarry (the other Australian on the trip) for a beer and some dinner.

Buenos Aires reminded me a bit of Abu Dhabi, very crowded but really exciting with plenty going on! It was hot too, sitting around 38°C! I liked Argentina pretty much straight away, beer comes by the litre - and since we were on bus to Rosario the next morning there were no worries about drink driving. I had another one or two. The next day, our bus picked us up early for the four-hour drive to Rosario through an interesting landscape, similar to where I live in Canterbury with its long straight roads - and it's flat as far as you can see. We checked into La Casa de Arriba, a nice backpacker style hotel close to the centre of town. Our hosts, Nachos (like the food) and his partner, looked after us well, even making sure the fridge was well stocked with cold beer for later!

We wandered down town to spend a couple of hours at Dakar Parc Ferme to check out the podium. Thousands of people were out watching the parade of race vehicles before the start on Sunday – a brilliant atmosphere!

Rosario is a much tidier city than Buenos Aires, it was just as hot although not unpleasant and its cafés abundant. Before we left New Zealand we had black polo shirts made for each of us with a silver fern logo on one side and the Dakar logo on the other, which were already drawing quite a bit of attention!

We couldn't stay out too late though, we had paperwork for the bikes to do and a 5:30 alarm to get underway in the morning, and we're told we've got around 700 kilometres to ride to get in front of the racing. Our strategy is to jump ahead of the Rally on alternate days so we have every other day to watch as much of the racing as we can.



top left: Leaving Rosario on day 1 of the Dakar Rally.

top right: Shiny bikes lined up in Rosario. Of the 196 starters only 78 will finish.

bottom: Joan Nani Roma went on to win the Dakar, he also won it on a bike when it was still held in North Africa in 2004.





top left: Day 15 – BMW F650GS vs dune.
top right: Rod, Alex, Justin and Thomas (f.l.t.r.).
bottom: We love the trucks!



Rosario – San Luis

Early Sunday morning we met up with Thomas, driver of the support vehicle and our 'fixer' for the trip, and collected our bikes – a BMW F650GS twin for most of us. We left Rosario following the competitor's transit route ending up between the cars and trucks as the bikes left at 3:00 am on an 809 kilometre stage. The way the locals treated us you'd think we were competing. I've never had my photo taken so often and people wanting autographs or photos of their kids with the bikes swamped us at every stop. Quite something!

I had no problem riding on the right; in fact it seemed quite natural. We rode 658 kilometres to the bivouac at the Potrero de los Funes race track in San Luis. Magnus must have said we were All Blacks, or something as important, as the Police on duty waved us through. We got to ride part of the track, again with thousands of people waving and cheering us on, it was all quite surreal.

We met some 'proper' riders who were happy to chat and quite pleased we'd come such a long way to follow them around. The people here just love Kiwis!

The Hotel Aiello we stayed in San Luis had a pool, which was a bonus as shirts, shorts and socks needed a wash.

San Luis – Mendoza

Another early morning start on Monday has us heading into the foothills of the Andes to one of the designated spectator zones to catch the start of stage 2. The race bikes had another big day with a 365 kilometre transit and a 359 kilometre special stage between San Luis and San Rafael.

After a couple of hours watching we headed to our hotel in Mendoza, further north of San Rafael and only a short run (300 kilometres) from San Luis. We had most of the afternoon to ourselves and a few others went wine tasting at a vineyard about 10 minutes away - but it was too hot for me! I really needed a proper sleep after a few restless nights.

Mendoza – San Juan

Tuesday was a short day on the bike, only 438 kilometres, but it took best part of 10 hours to get to San Juan. The race bikes left again at 3:30 am, which was a tad early for us. They had another 600+ kilometre day in front of them. We stopped for a couple of hours to watch the cars and trucks starting the marathon stage outside Mendoza, man those Minis are quick! Alex and I found a choice vantage point on a hill just north of the first corner. Plenty of action!

We managed to get a bit of gravel in during our ride, some of it very deep. I do not like the F650GS much but shouldn't really complain; the HP2 Enduro I have at home spoils me a bit. I was also drinking a lot of water, at least 5L a day - and none of it came out. It was really hot!

It started cooling down a bit as we climbed into the foothills though. San Juan was okay and despite much abject poverty its people seemed very happy. I finally got to go to San José. It was a great day, the best so far!

San Juan – La Rioja

We had a nice start from San Juan on Wednesday, 24°C is much more pleasant to ride in, but it didn't take long before it hit 39°C. We watched the start of the stage to Chilecito before heading 456 kilometres east to our overnight stop in La Rioja.

We stopped a few times to refresh, basically tipping buckets of cold water on our heads, and got mobbed by local kids and their parents whenever we stopped for gas, especially with all the support vehicles stopping as well.



Justin and Ian took a couple of local girls for a spin on the bikes; I didn't think they were coming back.

By now we were well in front of the race bikes and I was looking forward to seeing spectacular racing the next day. Everything was fine, we made a good group for the most part and Magnus was looking after us well. We'd had a couple of minor issues with one or two of the bikes but Thomas proved to be a pretty good mechanic. He was teaching me useful Spanish too!

The Hotel Avenida in La Rioja was one of the nicer places we stayed at, with great air conditioning, too!

La Rioja – Cafayate

Thursday was the marathon stage of the Rally where all competitors had a 384 kilometre transit and a 527 kilometre special stage to get to San Miguel de Tucuman. We also had a big day to get ahead of the rally again, 636 kilometres to Cafayate about half way between Tucuman and the next stage stop, and rest day, in Salta. What a fantastic ride! First, a hill road of about 90 kilometres with a surface like you'd find on a race track. Some serious foot peg scrapping going on! Then onto Tafi de Valle over Ruta 307, with stunning views of the lake from the summit before winding down



to Amaicha del Valle and lunch at a small café next to the Museo Pachamama, a simply stunning spot.

From there, we took the famous Ruta 40 for the last leg to Cafayate and Hotel Los Sauces. Ruta 40 is the longest route in Argentina and one of the largest in the world at more than 5,000 km long. It starts at sea level at its southern end near the city of Río Gallegos, crosses 20 national parks, 18 major rivers, 27 passes on the Andes, and goes up to 5,000 m above sea level in Salta. A lot of it is gravel, and we just loved it!

We enjoyed a brilliant dinner in the plaza with plenty of cerveza. By far, the best day yet!

Cafayate – Salta

Well, best laid plans and all that. We'd hoped Friday would be a great spectating day with a lazy ride to Salta later in the afternoon. As it happened, we stopped on the way out of Cafayate to fill up only to find the gas station closed, the Dakar boys had cleaned out the petrol and a refill wasn't due until later in the afternoon.

Magnus sent Thomas ahead in the Ranger to find gas while we headed back into Cafayate to wait. We found a spot on the square at the edge of town and settled in to watch the cars and trucks leaving. A great little sandwicheria provided freshly made empanadas to keep us going.

Thomas didn't get back until just after 12:00 pm and was only able to provide a couple of litres each to get us underway. It was only 189 to Salta, but one or two didn't make it on the petrol they had. No worries on the twin though, got to the gas station about 140 kilometres away with a slight cough entering the forecourt.

We got to Salta later than expected, checked into the Ibis hotel and headed out for dinner, all of us really looking forward to a rest day on Saturday.

So much for a rest day, Alex left his wallet back in Cafayate. Thomas offered to go back in the Ranger but Alex wanted to ride back to get it. Magnus did not want him riding alone and insisted that whoever went with him had a GPS. I put my hand up, after all Alex is a mate. We left at 6:00 am and had a great ride back in 20°C,

stopping at several tourist sites along the way for photos. We encountered a bit of light rain in Cafayate, the first of the trip, but it was still quite warm.

We duly collected the wallet, grabbed some breakfast in the plaza and started the return run to Salta about 10:30 am. On the way back the temperature dropped to 16°C and intermittent showers on the red clay made the canyon road quite slippery. We took it very easy. About 40 kilometres out from Salta the heavens opened and we got soaked. My GPS battery gave up with about 10 kilometres to go; fortunately I remembered how we got to the hotel despite the one way system.

I skipped dinner and went to bed early, it was quite hard getting any sleep when there's 4 to a room and 3 of them snore. For the next three nights we were back to 2 per room, so that would prove better.

Salta is not the city I expected, more like a town that just has too many people and the infrastructure is insufficient for torrential rain. The streets were flooded and raw sewerage was everywhere, the traffic was just chaos. We were on an adventure though and I was stoked to get through a day out without a guide or an interpreter and still manage.

To be continued in BMW Clubs' World 3/14



top: Group shot at Tafi de Valle
(Photo: Maryann Broderick).
bottom left: Day 14 – Pain Olivier
(France) riding Yamaha.
bottom right: Marc Coma (Spain)
Special Stage Combarbala.





INTERVIEW

WITH DR. RALF ZIEGLER.
International BMW Classic and
Type Clubs Section.

What is your position in the International BMW Classic and Type Clubs Section?

Since January I'm the spokesman for the International BMW Classic and Type Clubs Section.

The International BMW Classic and Type Clubs Section enjoys a very special position in the international BMW Club scene. Can you describe this position?

24 BMW Clubs representing 11,000 members have come together under our aegis. Our clubs are characterised by their interest in the history of BMW vehicles, but less so by the geographical location of their activities. This makes them as varied as the range of BMW models over the years.

We are united by our conviction that our cars are something worth preserving. Vehicles that would be regarded elsewhere as total write-offs are instead restored, giving BMW spare parts supply a particular importance.

We read with increasing frequency that classic cars, even models that were fairly common not so long ago, make excellent investments. The five classic cars that registered the greatest appreciation in value in Germany in 2013 included three very different BMWs: the LS Coupé in fourth place, the 501 V8 limousine in third place and the 520i (1972–1977) in first place.

However, the cost of maintaining classic cars can actually slightly exceed their appreciation in value. But this is irrelevant for people who love their cars and who want to enjoy them and keep them for as long as possible.

We have known you for some years now – what were your previous roles in this section?

Eight years ago I was elected to the board of the section and at about the same time I also took over responsibility for the appearance of BMW Classic and the Classic and Type Clubs at the Techno Classica show.

Can you describe the life of the club?

It is much the same as all other BMW Clubs: meetings, technical interviews, visits to events and, above all, sheer driving pleasure. Then there is the work required to maintain the cars. A great deal of the work required on our cars is unfamiliar to modern mechanics – we need to acquire and pass on the necessary expertise to maintain our cars.

Which events does the section attend?

Techno Classica as the world's largest vintage car show is

the event we participate in as an umbrella group alongside BMW Classic. Almost all clubs in the section exhibit cars here, encountering lots of international visitors.

How old are the vehicles that are present in your umbrella organisation?

That is not so easy to say. BMW is now producing vehicles that are classics the moment they leave the factory, something that escapes some models that are decades old.

Everyone in the scene is talking about the trend towards an ageing membership. How do you view this issue?

BMW cars were always more youthful and dynamic than those of other manufacturers. Happily this means that we also appeal to age groups that are only interested in significantly younger models in the case of other brands.

What do you believe to be the most important task of the section for the future?

Internationalisation. Our clubs bring together a great deal of expertise in relation to the cars, as well as passion for the brand. We would be happy to share this with lots more people all over the world.

Can you tell us a little more about yourself personally?

I am 48 years old and live in the Rhineland region of Germany. As a qualified nuclear physicist, my background is in international research. Computers were part of my bread-and-butter, so that the switch to becoming an IT consultant was very easy for me.

I am interested in old technology, including cars, as a kind of side-line. I also have a particular thing for classic design in which form follows function without any bells and whistles.

What fascinates you about classic vehicles?

In general I am attracted to cars that celebrate new ideas in technology or design, venture into new market segments or express new values within the BMW brand.

Which is your favourite car from BMW at present?

Logically enough the answer is the BMW i3, because this vehicle has pioneered new strategies in every aspect of car manufacture. The engineering performance that goes into this car, as well as the entrepreneurial courage to venture into uncharted waters without being forced to do so should not be underestimated.

MAY

42nd BMW RA Rally, Birmingham, Alabama, USA
29.05.–31.05.2014, www.bmwra.org

38th International BMW Veterans Meeting in Bad Nauheim, Germany
29.05.–01.06.2014, www.bmw-veteranenclub.de

JUNE

45th BMW CCA Oktoberfest, Beaver Creek, CO, USA
16.06.–20.06.2014, www.bmwcca.org

JULY

BMW Motorrad Days, Garmisch-Partenkirchen, Germany
04.07.–06.07.2014, www.bmw-motorrad.de

42nd BMW MOA International Rally, Minnesota, USA
24.07.–27.07.2014, www.bmwmoa.org

AUGUST

AvD Oldtimer Grand Prix, Nürburgring, Germany
08.08.–10.08.2014, www.nuerburgring.de

Rally with BMW Z1, Z3, Z4, Z8 to Buochs/Ennetbürgen, Switzerland
17.08.–17.08.2014, www.bmwz3club.ch

Annual General Meeting of the
BMW Clubs Latin America Federation, Montevideo, Uruguay
22.08.–24.08.2014, www.bmwclubslaf.org

FURTHER EVENTS 2014

International Council Meeting, Tokyo, Japan
27.09.–30.09.2014, www.bmw-clubs-international.com

VETERAMA, Mannheim, Germany
11.10.–12.10.2014, www.veterama.de

BMW Clubs Asia Meeting, Manila, Philippines
06.–07.12.2014, kahwong@hotmail.com



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